

THE MULE IS NOT A FOOL

MORE THAN ONE WAY HE IS WISER THAN THE HORSE.

Not the Knack of Doing Parlor Tricks, But Have Their Share of Useful, Everyday Wisdom—Did You Ever See a Dead Mule?

Patience, calmness, attending to his own business, frugality and faithfulness, have earned for the mule the reputation of stupidity. He has become marked as the dunce and blockhead among animals. So long has the mule rested under this charge of mental dullness that his long ears have become a mark of lack of intelligence. Unjust comparison with his near relative has made "horse-sense" a term of compliment to men. And it seems that all the time the mule has been suffering under undeserved reproach, for the man who knows the beast of sharp angles and exaggerated curves values him above the horse in practical intelligence, and believes that patience, lack of nerves and the faculty of attending to business have been misunderstood for absence of sense.

Animal trainers take note to mules, and the horse shows know them not, for they are always beasts of burden and do their playing among themselves after working hours. They may not have the knack of doing parlor tricks, but they have their share of useful, everyday wisdom. Everyone knows that horses can hardly be forced out of a burning stable. Terror-stricken, they tremble with every nerve bred into them and wait for the flames. Seven or eight years ago Sparks Bros. horse and mule barn burned near the stock yards. Robert Booth, of Sparks Bros., says some of the horses were dragged out, after much work, only to tear themselves loose and run back to burning barn. Wherever there was an avenue of escape for the mules they came out without help or urging. Two of the long-eared animals showed hotel experience, jumping through windows four feet above the ground.

"Which showed the horse sense?" Mr. Booth asked. "The mule can be relied on to keep his head under circumstances in which a horse of any grade would practically commit suicide from excitement."

The mule shows his sense even when he grows wicked. Let a pair of horses run away, and there is a good bill for repairs or for a new wagon awaiting the owner. He is even thankful if not called on to pay for other vehicles wrecked in collisions with his own, and is happy to find that his horses have escaped with a few cuts. When mules run away, the mule men say, they keep the road and simply run till they get tired. The man in the wagon who knows will sit quietly and let them do the driving. They avoid telegraph poles and drug store windows like the pest and can turn corners in better curves and with more safety to what they're dragging than the man who's riding so fast. Calm minds are not usually quick, and by the time the pair are growing tired of their sprint, they decide that the runaway is over. Nobody hurt, no blacksmith's bills. They used "horse sense." A horse seldom forgets a runaway; the mule, apparently, never remembers it.

A mule will wait six years to get a good, square kick at a man. That, the mule men say, is another foundation-less tradition of the unlearned. They declare most solemnly that there is less danger of sudden death from a mule than from a horse. As for kicking in harness, a practice not uncommon among horses of even the best breeding, the mule does not know the feeling of hoof against the dashboard. True, even the friends of the long-eared do not waste much time in currying the hind legs, but that, they say, is because the mule needs comparatively little of the comb and brush. His coat is shorter, coarser, and not so full as that of the horse, and he is by nature cleaner. Mules like to wallow, but not in mud, as do the horses.

In the sale barns at the stock yards the mangers of the mules are filled with food, and the animals eat what they want and quit. The hay and grain might be mountain high and they would not be tempted. The horses are given no more than they are supposed to need, for they haven't the temperance of their hard-working brothers. With no limit to the food before them they might eat to the foundering point and then not eat again for two weeks. Many horses are injured forever by foundering. A mule eats much less than a horse of equal strength and wastes nothing.

Before crossing a strange bridge the average mule will look it over as if estimating its strength and then walk over cautiously. Nor can it be forced into a stream without careful reconnaissance. If he decides that he can't swim it refuses to budge until main force is used. He is using discretion and is cursed for his "mullishness."

The mule is always a useful citizen. After a neglected youth he begins to work, and that's his life story. He will do as much work at thirty as he did the first year he wore harness. Then some morning he may be found in his stall dead. He is seldom an invalid. Work to the last day and no doctor bill, is his law. The pension system under which many an old horse is spending his idle days in a clover field is unknown to the mule. The only saying of any popularity to contain a good word for the mule is: "Did you ever see a dead mule?" No one except the mule dealers can say he has, and the traders won't admit it. That little question speaks eloquently for the mule's animal life tendency. A pair of mules are supposed to outlive two pair of draught horses, and the big concerns that use them are beginning to realize it. One Kansas City packing company

using hundreds of wagons here and at its branch houses is gradually replacing the horse with the mule.

In the Southern cotton fields the mule is used nearly exclusively, and not because the Southerner has less love for a horse, but because the mule alone can stand the work. They are bought in Kansas City by dealers from the cotton section, and sold to negro tenants. From then on the mule hustles largely for himself. The small negro farmer gives him no corn, little food and many beatings. The ten-bale cotton field is the one experience that makes the animal die young. Three to five years of clubbings and nearly absolute self-support end the life of hardship and injustice. A horse generally lasts a year in the same surroundings.

The Boer war served to make the mule of higher market value than the everyday draft horse, but at the same time brought a new charge against his intelligence. Some English General laid the loss of a battery to the fact that the mules, when hit, ran straight to the Boer lines, carrying the guns with them. "Had the English troops not been surprised," said one of the men at the market, "those animals would never have carried the cannon away. As usual, the British were marching with their eyes shut, and when the mules were hit they ran straight ahead. With the battery in action the animals would have been unhooked and behind the guns. In that case the runaway would have been toward home. I'll admit horses, after having been wounded, would not have run away with the guns. They would have fallen and kicked one another to death. That English officer should have blamed himself and his scouts for the loss of his battery. Still, we can't expect mules to supplant horses in war—they don't look well in poetry."—Kansas City Star.

He Wasn't There Yet.

Wherever one may go, in factory, office or store, there are always some employees who, no matter if they reach their places of employment ahead of time, in the morning or at noon, make it a point never to begin work until the clock strikes, the whistle blows or the bell rings.

Shortly before 1 o'clock a few days ago a saleswoman in a large dry goods store in this city, having made a sale, had occasion to call for a cash boy. No one responded to her summons. Just then she espied a boy sitting a short distance from where she stood.

"Here, boy," said she to the little fellow, "take this to the counter and have it done up."

"I ain't here yet," replied the youngster, with the utmost coolness and unconcern.

As the woman could not induce the boy to stir she was obliged to call for another.—Milwaukee Sentinel.

Funny Things That Escape.

W. J. Arkell complains that most really funny things happen outside of the comic papers and don't get rounded up and brought in. One morning he was at the telephone in his office, apparently having trouble of his own trying to communicate with somebody.

"What? Speak up! Can't understand a word! Say, give me that all over again, please!"

Then he turned to those about him and said:

"I'll bet the wires are crossed again. This telephone service is getting worse and worse."

Another fruitless effort, and then a sudden light broke in upon him:

"Well, that's the limit! Do you know what's the matter with the wire? The fellow at the other end that's trying to talk to me stutters."—New York Times.

Water Collects Poisonous Gas.

Here is something every one should know. A peculiar property about ice cold water is that it attracts to itself a large quantity of the poisonous gases which are exhaled through our lungs and pores. The colder the water the greater its capacity for holding impurities, and water which has stood during the night in a close bedroom is highly injurious to drink.

At a normal temperature a pitcher of water will, under these circumstances, probably contain (in the morning) from a pint to a pint and a half of carbonic gas and a larger proportion of ammonia; when nearly at freezing point its capacity for imbibing poisons is doubled.

Don'ts.

Don't preach unless you practice. Deeds are more convincing.

Don't shout into the inoffensive ear of a foreigner. To do so never made any one more readily understood.

Don't mistake flippancy for wit, for there is a mighty difference between the two.

Don't howl or roar; gentlemen laugh when they are amused.

Don't confound hauteur with dignity. One wins dislike, the other respect.

Don't groan over the wickedness of this world, but mend your own. I don't tell too much, and be careful to whom you tell anything at all.—Philadelphia Record.

Royalty's Gastronomic Standby.

In most royal households there is some particular dish which is never absent from the table. For instance, roast mutton and boiled chickens—the latter, I am told, seldom costing less than fifteen shillings a pair—always figured, both at luncheon and at dinner at Queen Victoria's table. Mutton cutlets generally make their appearance at the Emperor William's supper, at which meal large cups of tea also figure conspicuously.—London Madam.



GOOD ROADS

Construction Ideas. An excellent address by W. W. Crosby, county roads engineer of Baltimore County, was read before the Governor and lawmakers of South Carolina. The occasion was "South Carolina Legislature and Good Roads Day" at the Charleston Exposition. Mr. Crosby's subject, naturally, was the present condition and possibilities of the roads adjacent to this city. He pointed out the great advantages at the disposal of Baltimore Countians to the east and south in the use of oyster shells, than which no finer material exists for a smooth, hard roadbed. These advantages, he said, have been lost in a great measure by their application to the roads without the proper foundation.

Speaking of the "metal" used in the construction of the roads to the north and west of Baltimore, Mr. Crosby said the old methods in use from time immemorial of putting down a layer of stone as big as a man's head, then gradually working up to sizes of a man's hand, the whole to be left to take care of itself after a slight veneer of earth, form the hardest problem for the engineer of to-day. The settlement has been uneven, drainage problems have been ignored, and yet it is expected that the engineer can build up a roadbed on scientific principles with the same amount of funds as was annually allowed for practically letting matters shift for themselves.

Upon the earth roads, Mr. Crosby said, he has been able to do the best work this year. There was nothing to be undone before modern methods could be applied. Summing up the matter, Mr. Crosby believes that the difficulties to be encountered in putting the Baltimore County roads into much better condition are gradually being surmounted, and he believes that when things have advanced sufficiently to show the practical success of his theories the movement will develop much like the snowball—the larger it becomes, the faster it grows.

Mr. Crosby has had, and will have, a hard and thankless task for some time. It is hard to convince some that timeworn methods have been superseded by others, even when these others are plainly to their advantage. He is taking the right course, however, in making the most of the limited means at his disposal. The results are sure to be the best argument for the continuation of the common sense methods he is introducing.—Baltimore News.

The Automobile's Influence.

Somebody said once that the condition of a country's roads marked its civilization. In a measure this is, doubtless, true. Certainly the condition of a country's roads is a concrete illustration suggesting the state of civilization of that nation, and it is by a consideration of a number of such outward signs that an observer may arrive at a pretty accurate judgment of the place which this or that nation occupies in the world. When, therefore, the bicycle came into service, was legislated against, finally tolerated, and then found a necessity, the extraordinary movement towards better roads can be at least acknowledged as an advance in the right direction. And it only needs a little consideration by the historical method to show that automobiles are tending in the same direction as bicycles—only further in advance. We are just now getting to the "legislating against" period. Not many months or years hence the automobile will be "tolerated," and, before we know it, it will be "necessary." In the meantime automobiles cannot become general without long and good roads. Already somebody talks of an automobile road from San Francisco to New York. Already roads are actually being improved for the speedy vehicle. Why try to stop or check the new machine, therefore? It is all so small, when we consider what is inevitably to come! The automobile is going to stay. We shall have better and better roads, better service, better and cleaner cities, and fewer of those accidents now caused by the personal equation of the horse. It is all an advance of civilization, which neither should be nor can be successfully opposed.—Harper's Weekly.

Destructive Narrow Ties.

We spend millions of dollars every year in our municipalities for permanent pavements, and more millions in the country for better highways, and then permit the use of the destructive narrow tire. It is impossible to estimate the amount of annual damage to good pavements and good roads resulting from the use of narrow-tired vehicles. In the city trucks with heavy loads cut up and rut the pavements, making it necessary to expend in the aggregate throughout the country millions of dollars for repairs, and the same is true of rural conditions. It is high time that city and country united their influence in advocating the adoption of State, county and municipal legislation which should provide for the equipment of all wagons with wide tires. The counties of Monroe and Ontario, of New York State, have recently adopted resolutions favoring such a measure, with a provision for a \$25 penalty for a breach of the ordinance. This is a matter which demands the immediate attention of municipal officers.—Municipal Journal and Engineer.

In Russia the forests cover thirty-six per cent. of the whole imperial area.

Evolution.

"This is the church where you hold our services, I suppose."
"We used to call it a church, but we have outgrown all that. It is a Temple of Progressive Thought now."

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Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price, 75c. per bottle. Sold by all Druggists. Testimonials free. Hall's Family Pills are the best.

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Best For the Bowels.

No matter what ails you, headache to a cancer, you will never get well until your bowels are put right. CASCAWATTS help nature, cure you without a gripe or pain, produce easy natural movements, cost you just 10 cents to start getting your health back. CASCAWATTS Candy Cathartic, the genuine, put up in metal boxes, every tablet has C. C. C. stamped on it. Beware of imitations.

It often happens that the lawyer with the most suits is the most shabbily dressed.

Earliest Russian Millet.

Will you be short of hay? If so, plant a plenty of this prodigiously prolific millet, 5 to 8 tons of rich hay per acre. Price, 50 lbs., \$1.00; 100 lbs., \$3.00; low freights. John A. Salzer Seed Co., La Crosse, Wis.

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FITS permanently cured. No fits or nervousness after first day's use of Dr. Kline's Great Nerve Restorer. \$2 trial bottle and treatment free. Dr. R. H. Kline, Ltd., 381 Arch St., Phila., Pa.

In the matter of weather the unpredicted always happens.

Each package of PUTNAM FADELESS DYE colors either Silk, Wool or Cotton perfectly at one boiling. Sold by all druggists.

No man need hope to shake the hand of fate.

I am sure Piso's Cure for Consumption saved my life three years ago.—Mrs. Thomas Robinson, Maple St., Norwich, N. Y., Feb. 17, 1900.

The worm and the organ grinder will turn.

Nurses' Experience.

Medical men say that a good nurse in a difficult case is better than medicine, but when we can get a good nurse and good medicine, the patient stands a much better chance of recovery. The few words of advice given below by nurse Eliza King, are well worthy the attention of all readers:

"I have constantly used St. Jacobs Oil in the various situations I have occupied as nurse, and have invariably found it excellent in all cases requiring outward application, such as sprains, bruises, rheumatic affections, neuralgia, etc. In cases of pleurisy it is an excellent remedy—well rubbed in. I can strongly recommend it after several years' use and experience. It should be in every household."

Sister CAROLINA, St. Andrew's Hospital, writes: "I have found St. Jacobs Oil a most efficacious remedy in gout; also in sprains and bruises. Indeed, we cannot say too much in its praise, and our doctor is ordering it constantly."

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The only spring wheat on earth that will yield a paying crop in east, south and west and in every state in the Union. We also have the celebrated Macaroni wheat, yielding on our farm, 61 bushels per acre.

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We are the largest growers and our stock of earliest Peas, Beans, Sweet corn and all money making vegetables is enormous. Prices are very low. Orders sent 60 cents and up a pound. Catalogue free.

For 10c—Worth \$10
Our great catalogue contains full description of our Seedless Raisins, yielding 120 bushels; our Triple Crown Corn, giving 80 bushels; our potatoes, yielding 600 bushels per acre; our grass and clover mixtures, producing 6 tons of magnificent hay; our Peas that with 1/2 ton of hay and 1/2 ton of Peas will give 80 tons of green fodder per acre. Salzer's great catalogue, worth \$100 in any wide awake farmer's or dealer's hands. Write for it today. \$10 to get a start—is mailed you on receipt of 10c. postage.

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One may sail the seas and visit every land and everywhere will find, that men of affairs, who are well informed, have neither the time nor the inclination, whether on pleasure bent or business, to use those medicines which cause excessive purgation and then leave the internal organs in a constipated condition. Syrup of Figs is not built on those lines. It acts naturally, acts effectively, cleanses, sweetens and strengthens the internal organs and leaves them in a healthy condition.

If in need of a laxative remedy the most excellent is Syrup of Figs, but when anything more than a laxative is required the safe and scientific plan is to consult a competent physician and not to resort to those medicines which claim to cure all manner of diseases.

The California Fig Syrup Co. was the first to manufacture a laxative remedy which would give satisfaction to all; a laxative which physicians could sanction and one friend recommend to another; so that today its sales probably exceed all other laxatives combined. In some places considerable quantities of old-time cathartics and modern imitations are still sold, but with the general diffusion of knowledge, as to the best medicinal agents, Syrup of Figs has come into general use with the well-informed, because it is a remedy of known value and ever beneficial action.

The quality of Syrup of Figs is due not only to the excellent combination of the laxative and carminative principles of plants, known to act most beneficially on the system, with agreeable and refreshing aromatic liquids, but also to the original method of manufacture. In order to get the genuine and its beneficial effects one should always note the full name of the Company—California Fig Syrup Co.—printed on the front of every package.

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